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No. 14,487.

號十二月九年九零百九千一

HONGKONG, MONDAY, SEPTEMBER 20, 1909.

日七初月八年元統宣

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**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**  
Hongkong, May 1, 1907.

**A DISASTROUS TYPHOON.**

Great Damage at Foochow and Amoy.

(From Our Own Correspondent.)

AMOI, September 16.  
After an exceptionally long spell of hot dry summer weather, a 'neighbourly' (1) typhoon has brought us the long-desired rain. And luckily we only got the tail end of the typhoon, so no great damage has been done. It seems to have crept up, or rather rushed up the Eastern side of Formosa seeking a Westward outlet, which it could not obtain until it passed the north of the island, when the pressure of a strong North-Easter in the North of China, at once forced it into and across the Formosa Channel, where it was said to be situated early on Wednesday morning. Its centre cannot have been very far north of us, since the glass fell rapidly between daylight and midday on Wednesday from 29.65 to 29.15, its lowest reading. At noon the worst was over and the barometer started to rise again, but it is still rather low, 29.65, and a lot of rain is still falling in heavy recurrent showers, with a E.S.E. wind. Amoy being in the Southern quadrant of the circle this time, the worst force of the wind was from the West and South-west, the North-Easterly wind of Tuesday being of no means unusual force, and hardly enough to presage a typhoon near at hand, save for the low barometer. Amusing statements seem to have been made by witnesses at Kuling, Foochow, that owing to some changes in the ocean currents no more typhoons were to visit the Formosa Channel, and Foochow and Amoy were in future to escape altogether. Such gratuitous prophecy will have received a useful check, since the late that governs the gales and behaviour of these dread but salutary visitants are not by any means as yet thoroughly understood.

The rain has only come just in the nick of time to save the crops of some of the districts and Hwaian, T'ung An, and other neighbouring counties will be rejoicing at the beneficent deluge—that is, provided it does not cause floods. The districts south of Amoy have fared better as to rain, as they have had a fair share of the rain, storms, and the reports of the crops are very encouraging. Certainly householders on Kulusan and in Amoy will be very thankful for the replenishment of the wells, which were getting empty and muddy.

As regards the damage from the typhoon, it is less than might have been expected, largely owing to its force being felt from the West, and because the extreme force did not last many hours, though it was fairly violent while it lasted. A few houses have suffered a little, and probably a good many houses leak a bit, but that is always to be expected.

Steamers of course have been delayed, and a few cases into the outer harbour fit shelter. These passing up and down the northern part of the Formosa Channel, and between us and Shanghai must have caught a severe drizzle; let us hope we shall have no more of this kind of weather.

Writing subsequently our correspondent said:—The steamer Haiyang got in this morning from Foochow, a day late. She had a bad time at Foochow on Wednesday, and several of her crew were hurt, and by Captain Hodgins and his Officers. All turned in on Tuesday night, which was fine though very dark, without a thought of any impending trouble. At 3 a.m. on Wednesday morning, the Chief Officer woke up to find a strong North East wind, and the barometer reading 29.65. From that time onwards all hands were kept hard at it. The glass dropped at an astonishing rate, the lowest reading recorded being 29.22. The wind was terrific, and some of the squalls were tremendous. The ship had both anchors up, and it was only by steaming hard, and by clever manoeuvring that she kept clear of the China Merchant's steamer Hsiao, which was moored at Fongda Anchorage. Many houses have been badly damaged, and there is reported to be considerable loss of life. It seems remarkable that here in Amoy the lowest reading, that of the steamer Taisang 29.04, was recorded, and yet the centre of the storm passed nearly 100 miles north. The Taisang had its barometers tested by the Manila Observatory only a few days ago, and they should be absolutely correct.

From a notice issued on Sunday evening by the Hongkong Observatory we learn that the typhoon signalled on Saturday entered the coast South of Amoy on Sunday day, so we may expect further news of damage and disaster shortly. All ships are being coming from the North, the Anhui, which should have arrived on Sunday morning, not having yet arrived in the harbour. Many had to anchor for several hours on their way down.

**Business Notices.**  
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The Company has secured the services of Messrs J. SOMMER and A. SZOZLOVARI for the Bakery and Confectionery Departments. The long experience of both, combined in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.  
Hongkong, September 18, 1909.

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**CEYLON PRECIOUS STONES**

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Hongkong, September 1, 1909.

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AND EVERYWHERE.

SOLE AGENTS:  
**THE MITSUI BUSSAN KAISHA.**

Hongkong, July 7, 1909.

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**CAMERAS FOR HIRE.**

ROYAL HONGKONG YACHT CLUB.

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the Club will be held at the Offices of Messrs LEON and CHAN, Prince's Building, on THURSDAY, 23rd instant, at 5.15 P.M.

**Business:**  
To receive and discuss the Report of the Sub-Committee, appointed 23rd July, on the position of the Club.  
To receive and pass the Year's Accounts.  
To elect Officers for the ensuing year, and any other business.  
The attendance of Members is specially requested.  
HEDLEY G. WHITE,  
late Hon. Sec. and Treasurer.  
Hongkong, September 16, 1909.

**E. C. WILKS,**  
M.I. MECH. E. A.M.I.N.A.  
LATE OF WILKS & JACK, LD.

**CONSULTING ENGINEER,  
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WORKS, WHARVES, FACTORIES,  
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Hongkong, April 14, 1907.

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Prices:—including Freight, Duty and Delivery to any address in the United Kingdom.

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IS JUST THE THING FOR A

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**COOL AND REFRESHING**

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Hongkong, June 26, 1909.

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Safe remedies for allaying the irritation.

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OPEN to the South Windward Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

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## CRETONNES

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We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

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Hongkong, March 6, 1909.

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Hongkong, April 15, 1907.

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TELEGRAMS: CHINA MAIL, LIMITED.

## MEMOS FOR TO-MORROW.

2.30 p.m.—Auction of Household Furniture, etc., at Mrs. Murray Bain's residence, 'Birman Brie,' 31, Conduit Rd.

## General Memoranda.

THURSDAY, September 23.—  
5.15 p.m.—Meeting of Royal Hongkong Yacht Club at the Offices of Messrs. Leigh & Orange.  
5.30 p.m.—Meeting of Hongkong St. Andrew's Society at City Hall.

FRIDAY, September 24.—  
11.30 a.m.—Meeting of Hongkong Cotton Spinners, Weaving & Dyeing Co., Ltd., at Messrs. Jardine, Matheson & Co.'s Office.  
Noon—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

THURSDAY, September 30.—  
2.30 p.m.—Auction of Valuable Leasehold Land at Herbert Dent & Co.'s Office, Sharncliffe, Canton.

SATURDAY, October 2.—  
Noon—Meeting of Hongkong Jockey Club on the ground floor of Hongkong Club Annex, Chater Road.

## The China Mail.

HONGKONG, MONDAY, SEPT. 20, 1909.

## THE RISE IN EXPENDITURES.

The student of economics will find plenty of food for thought in the Fifty-sixth Statistical Abstract for the United Kingdom just issued by the Board of Trade. Even the man in the street should momentarily halt in his stride to glance over the mighty array of figures here collected for they are not only of great concern for himself but for all his acquaintances. But of course it is to the earnest student of the times that they will make most appeal. The statistics cover a period of fifteen years and deal with an infinite variety of subjects. First place is given to Imperial finance, and the tables on this matter alone occupy over 100 pages. Only three times, it appears, since 1894 have the receipts into the Exchequer been less than the Budget estimate, namely, in 1902-3, 1903-4, and 1908-9, when the revenues were respectively less by half a million, two and three-quarter millions, and one and a-half millions than it was anticipated they would be.

The growth in national expenditure is shown by the following figures—

Revenue Expenditure.  
1894-5.....£101,897,004.....£100,331,983  
1908-9.....£151,578,205.....£152,232,395

From over 100 millions in 1894-5 the revenue increased yearly to 1914 millions in 1902-3. Then there was a drop of over millions followed by gradual increases up to 1903 millions in 1907-8 with a decline to five millions less last year. In 1899-1900 the receipts topped the estimate by nine and a-quarter mil-

lions. The expenditure, which rose from 101 millions in 1894-5 to 205 in 1901-2, fell to 140½ millions in 1906-7, and rose in the two succeeding years to 132 millions. It has never exceeded the Budget and supplementary estimates. In 1908-9 it approached to within just over half a million of the estimate, but in 1909-7 it was nearly three millions less. Taking revenue and expenditure, the greatest deficiency was 53½ million in 1900-1, and the biggest surplus five and a-quarter millions in 1906-7.

The increase in Post Office receipts, in estate duties, and in property and Income-tax are the most notable features of the increase in revenue, and it is a notable fact, in view of the present Budget, that the land tax is the only head of revenue which has shown a shrinkage. Here are some of the figures—

Receipts.....1894-5.....1908-9.  
Customs.....£20,310,675.....£20,200,000  
Estate, etc., duties.....10,872,000.....18,370,000  
Land tax.....1,016,900.....730,000  
Property and Income-tax.....15,600,000.....13,830,000  
Inland Revenue.....65,367,867.....66,350,000  
Post Office.....13,340,000.....22,300,000  
Telegraphs.....

The cost of the Army, Navy, and Civil Services, has grown by leaps and bounds:—

1894-5.....1908-9.  
Army.....£17,000,000.....£26,340,000  
Navy.....17,545,000.....32,188,000  
Civil Service.....16,915,000.....32,383,000

And although the postal receipts show an increase of nine millions, the expenditure on the Post Office has grown from 10 to 18 millions. The National Debt, which stood at £255,908,928 in 1896, now stands at £702,687,000 which is, however, £28,000,000 lower than the figure at which it stood in 1903.

But, on the other hand, the liabilities on account of loans borrowed under various Acts of Parliament has risen from just over £3,000,000 to over £51,000,000, the effect being to make a rise in the total liabilities of the State from £590,001,552 to £754,121,909, an increase of £205,119,757.

Among the liabilities on loans the chief items are:—Naval Works Acts, 1895 to 1905, £20,570,019; Military Works Acts, 1897 to 1903, £11,805,171; and Uganda Railway Acts, 1896 to 1902, £4,237,984. The Income-tax has risen from 7d. to 1s., and the amount of income on which tax was levied has steadily increased, although the total income from the ownership and from the occupation of land has dropped.

Income on which tax was paid.

1893-4.....1907-8.  
From land and house owner.....£166,600,000.....£160,000,000  
From occupation of land.....6,000,000.....4,000,000  
From Government securities (British, Indian, Colonial and foreign).....37,000,000.....43,000,000  
From business, professions, etc.....279,000,000.....324,000,000  
Salaries of Government, corporation, and public company of India.....30,000,000.....54,000,000  
Total amount of income on which tax was paid.....628,000,000.....652,000,000

Local authorities' receipts from rates, Government contributions, and gas, water, electric, and other undertakings, have risen from £27,541,553 to £213,203,703, and their expenditure has been nearly equal. Nearly a million fewer acres of land were devoted to corn crops last year than in 1890, the number being 6,314,505 against 7,854,974, and the total area of cultivated land decreased from 32,929,855 to 32,211,336 in the same period. Permanent pasture has increased from 16 million acres to 17 million.

What is the inner meaning of these marvellous figures? At first sight they do not seem to bear out the contention that the old country is decadent while at the same time the increasing cost of administration shows that we have definitely forsaken the simpler habits of mid-Victorian times. Is that for the lasting good of the race? Fifty years ago the individual did more for himself and expected less from the community than he does to-day. The tendency of the age if it is plainly bent on increasing the comforts and amenities of all classes is also as firmly resolved upon getting as much as possible of the cost of the general betterment schemes so popular to-day paid by the community. Hence the steady rise in rates and Imperial taxation to pay for the town improvements we consider necessary and to pay the cost of carrying out the many hygienic and industrial laws with which we nowadays surround nearly every class of labour or industrial activity.

possible of the cost of the general betterment schemes so popular to-day paid by the community. Hence the steady rise in rates and Imperial taxation to pay for the town improvements we consider necessary and to pay the cost of carrying out the many hygienic and industrial laws with which we nowadays surround nearly every class of labour or industrial activity.

## NEWS OF THE DAY.

The S.S. Prince Sigismund from Australia is two days overdue.

H. M. S. Flora is to visit Labuan, Jesselton and Sandakan at the beginning of October.

Hongkong trademarks are now seconded, in Iceland under a Danish Royal Decree dated June 3rd, 1909.

There were no cases of plague notified last week, the only communicable disease reported being a fatal case of enteric fever, the subject being a Chinese.

Messrs. Jardine, Matheson and Co. are moving into their new offices in Des Voeux Road to-day. Truly "the princely house" will be housed in princely state.

A revised scale of fees for patients in the Government Civil Hospital, the Victoria Hospital, the Lunatic Asylum and the Kennedy Town Hospital is published in the Gazette.

The American Consul-General at Hongkong circulated to-day the following telegram received from the Manila Observatory at 5.15 p.m. on September 18:—Cyclone, or Typhoon, S. of Moluccas, moving W. N. W.

Mr Geo. P. Laumier wishes us to mention that at the auction of household furniture to be held at "Birman Brie," Conduit Road, to-morrow he will sell up to lot number 316. The rest of the lot will be sold the next day.

The Gazette of Saturday contained an official notification that His Excellency the Governor had given his assent in the name and on behalf of His Majesty the King to the Ordinance providing for the collection of duties upon intoxicating liquor.

It was merely a coincidence of course that the Chaplain of St. John's Cathedral, preaching at Morning Prayer yesterday should take for his leading illustration the subject of "Fidelity." The smile, which went through the Cathedral when he read out his text was almost audible.

The St. Andrew's Society of Singapore, which was only started last year, has decided to give a ball on November 30. The Society has 132 members, a balance in bank of \$501-82, with entrance fees and subscriptions outstanding of \$224. Among the names on the Ball Committee we notice that of Mr. Thos. Rutledge, late of Hongkong.

The Governor-in-Council has approved and appointed the godowns at Kowloon Point and at West Point, the property of the Hongkong and Kowloon Wharf and Godown Company, Limited, and the Godowns at Kowloon Point known as "Holt's Wharf," the property of the Ocean Steamship Company, Limited, to be King's warehouses for the purpose of the Liquors Ordinance, 1909.

## SOCIAL AND PERSONAL.

To-morrow is the fifty-sixth anniversary of the birthday of King Choulalangkorn of Siam.

H. E. the Governor entertained Rear-Admiral Hackett and the Officers of the U.S. Squadron at dinner on Saturday evening at Mountain Lodge. The Squadron left for Manila to-day.

After an absence of eighteen months on sick leave, Sir Haviland de Saumarez, Judge of H.B.M.'s Supreme Court for China and Korea, arrived at Shanghai on September 14. He was accompanied by Lady de Saumarez.

His Excellency the Governor proceeds to Canton to-night for the purpose of returning the official call made upon him recently by H. E. Yuan Shi-kai, the Viceroy of the Two Kwangs. His Excellency will be accompanied by Mr. Justice Gumpert.

The death of Mr. H. S. Hendry, out-door foreman engineer at Taikeo Dockyard, took place on Sunday morning, at the Government Civil Hospital, after a short illness. Mr. Hendry was 34 years of age, and a native of Greenock, Scotland. He had been 3½ years in the Dockyard, previous to which he was employed with the Indo-China Steamship Co. Deceased leaves a widow with three young children to mourn his loss and the deepest sympathy is felt for them in their bereavement. The funeral took place, on Sunday evening at the Protestant cemetery, Happy Valley, and was largely attended by the colleagues of the deceased.

## CHRONIC DIARRHOEA.

MANY sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of the worst cases of this disease have been permanently cured by it after other treatment and skilled physicians had failed. For sale by all chemists and druggists.

## THE GOVERNMENT AND LANDOWNERS.

## SUBSTANTIAL CONCESSIONS. LIKELY.

Possible Understanding with the Lords.

(Reuter's Service to the China Mail.)

London, September 19.—The News of the World states that Mr. Lloyd George will to-morrow announce in the House of Commons substantial concessions to land-owners under the income tax provisions of the Finance Bill.

This is believed to be the outcome of Mr. Lloyd George's receiving a deputation headed by Lord Onslow, who is acting as peace-maker between the parties. This deputation submitted a scheme which it is believed will lead to an understanding between the Government and the Lords.

## THE RECENT DOUBLE MURDER.

Five Arrests.

The police have been steadily at work in their endeavour to bring to justice the murderers of the two Indian police officers in the New Territory. They have met with a measure of success, and have arrested five men who are believed to have been concerned in the affair, if they are not the actual perpetrators of the foul deed. These men were captured by Sergeant Hoore at Au Tau and will in due time be placed on trial on the capital charge.

## FATAL TERMINATION TO AN ASSAULT.

On Thursday last five Chinese were charged with assaulting a competitor in Queen's Road West and were remanded on bail. In consequence of the victim becoming worse the men were re-arrested on Saturday, when Mr. J. R. Wood attended at the Government Civil Hospital and took the man's dying deposition. Since then the victim has died.

## H.M.S. CLIO FOUR DAYS OVERDUE.

Feared Lost in a Typhoon.

For the last few days a feeling of anxiety has made itself felt throughout the China naval station in consequence of the uncertainty of the fate which has befallen one of the ships of the squadron—H. M. S. Clio. It was on Monday last that this ship left Shanghai for Hongkong and up to the present nothing has been heard of her since her departure from the northern port. The greatest anxiety is felt here as she has foundered in the typhoon which was reported in the Formosa Channel on Wednesday, the typhoon which played such havoc on the coast in and around Foochow. There is, of course, the possibility that the Clio, having encountered rough weather, has put in for shelter somewhere along the coast, or has run to the Pescadore or Formosa, and that it is merely owing to the fact that cable and telegraphic communication has broken down that nothing has so far been heard of her. It is hardly to be hoped that she is lost, for the ship carries a crew of 120 officers and men. Commander Charles T. Barrett was in charge when she left Shanghai, the other officers being Lieut. Porter, Lieut. Fielding, Surgeon F. J. Gowan, and Sub-Lieut. Henry D. Jones.

A crew of 1,070 tons, the Clio was launched in 1903 and commissioned at Sheerness on January 19th of the following year. She cost the Admiralty the sum of £22,550. She is 185 feet long and has an indicated horsepower of 1,400 (forced draft), her average speed being about 13 knots per hour. The only other ship of the same design as the Clio in these waters is the Cadmus, which was laid down at the same time. This particular design of vessel is considered, in naval circles to be the most unseaworthy, and it is a significant fact that of six originally built the other four have either been wrecked or lost at sea.

Apparently the Clio, which met with some little damage, as the result of a collision some few days before she left Shanghai, was coming to Hongkong in order to convey His Excellency the Governor (Sir F. D. Lugard) to Canton in order that he might return his call on the new Viceroy. Why she was allowed to come south in such disturbed weather as much have been prevailing in the China Sea when she left it is difficult to say. Certain it is that Shanghai must have been aware of the unsettled conditions, inasmuch as daily reports are sent up from Hongkong.

This morning we received a telegram from our Shanghai correspondent stating that H. M. S. Astraea had gone out in search of the missing ship, and on making enquiries at the Naval Yard at 4 p.m. to-day we were told that no information had yet been received as to her whereabouts, though the aid of wireless telegraphy had been requisitioned.

## ITEMS AT THE COURTS.

The Chief Justice, Sir Francis Fitzgerald, sentenced an Indian to fifteen years imprisonment with hard labour, at the Criminal Sessions, this morning, for an indecent assault on a Chinese boy.

A cook was last night arrested on one of the Canton boats on a charge of stealing a box of clothing from his master. He had the box with him and admitted his guilt. At the Magistrate's to-day he was remanded.

## AERONAUTICS.

## ORVILLE WRIGHT ACHIEVES WORLD RECORD.

(Reuter's Service to the China Mail.)

London, September 18.—A Reuter's wire from Berlin states that Mr. Orville Wright, the American aeronaut, has created a world's record flight with a passenger extending to 96 minutes.

## A BIG AMERICAN FAILURE.

(Reuter's Service to the China Mail.)

London, September 18.—The Little Rock, Arkansas, Bush Company, one of the largest grain businesses in America, has failed. The annual turnover of the company was from four to seven million dollars.

## AFFAIRS IN MOROCCO.

PRETENDER SHOT.

(Reuter's Service to the China Mail.)

London, September 18.—A telegram has been received in Paris from Fez stating that the Sultan, enraged at the Consul's protests regarding cruelty, had the Pretender shot in the presence of the Imperial Harem.

## THE PREMIER ON THE BUDGET.

SUFFRAGETTES LATEST MAD PLAN.

Axes and Hammers.

(Reuter's Service to the China Mail.)

London, September 18.—Mr. Asquith had a remarkable reception at Bingley Hall, Birmingham, the audience numbering over 7,000. He afterwards addressed an overflow meeting of four thousand.

The hon. gentleman described the meeting as a demonstration of the determination to secure an equitable distribution of the burden of taxation. He defended the land taxes and asked what was Lord Rosebery's alternative? Was it Tariff Reform?

A band of suffragettes, led by a woman armed with an axe and hammer, made a violent effort to break through the cordon of police. Two women carrying axes climbed on the roof of an adjacent factory and showered bricks and stones at the hall. They were finally brought down by the police by means of the fire escape after a desperate struggle on the edge of the coping.

[Note.—As a counter-blast to the Liberal gathering Mr. Balfour is to address a meeting in the same hall on Sept. 22nd. There is ample evidence to show that this demonstration will be one of the largest ever known in Birmingham. Mr. Asquith Chamberlain will, it is expected, take the chair, and it is hoped that Mr. Joseph Chamberlain will send a message to the audience. Bingley Hall, Birmingham, is a monstrous square barn of a place, quite bare of furniture, which is mainly used for fat stock shows and other exhibitions. Mr. Gladstone, Mr. Bright, and Mr. Chamberlain have addressed historic meetings within it.

To prepare it for Mr. Asquith's meeting on September 22 the Liberals had to engage it for a week—four days for putting in the accommodation for the audience and three days for dismantling. The necessary timber will cost £1,000. At the end of the period for which the Liberals engaged it the hall passed at once into the use of an exhibition. There being no other building in the city capable of containing a mass demonstration, a request was made to the Budget League by Sir Alexander Ansd-Hood, the Chief Unionist Whip, for the use of the hall, on terms, for one of the evenings within their tenancy. Sir Henry Norman, the secretary of the Budget League, consulted Mr. Winston Churchill, the chairman, and replied to the Chief Unionist Whip stating that although the request was possibly unprecedented the Liberals were glad to accede to it on payment of a fair share of the expenses. Sir Alexander Ansd-Hood replied that the country was much indebted.—In O.M.]

## INDISCREET NEWS PAPERS.

(Wah Tse Yat Po's Service.)

Peking, September 19.—For publishing some secret telegrams which have passed between the Board of Foreign Affairs and the Viceroy of Manchuria, two republican papers in Peking have been closed by Imperial decree.

The publication of seditious matter concerning Manchuria is strictly forbidden.

## CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THIS remedy has been in use for over thirty years and has proved itself to be the most successful remedy yet discovered for bowel complaints. It never fails. Sold by all chemists and druggists.

## NOTICE.

We beg to notify our Customers and the Public generally that the PRICES OF OUR GOODS WILL from this day, be INCREASED in proportion to the SCALE OF DUTIES embodied in the Ordinance for levying IMPORT DUTY on LIQUORS which has become Law.

New Price Lists will duly be sent out.

## H. Price &amp; Co., Ltd.,

Wine Merchants.

12, Queen's Road Central.

Hongkong, September 18, 1909.

## KITCHENER AT SINGAPORE.

(From Our Own Correspondent.)

SINGAPORE, September 20.

Field Marshal Lord Kitchener left the Messageries Maritime Co's steamship Sydney when near Penang and transferred to the Colonial yacht, Sea Belle. He then took a special train, which conveyed him down the Peninsula and arrived here at 1 o'clock, thus beating the mail. The gallant Field Marshal looks well.

Lord Kitchener will lunch and dine with the Governor and proceed to-morrow to Saigon.

## THE OVERDUE CLIO.

## H.M.S. ASTRAEA GONE IN SEARCH.

(From Our Own Correspondent.)

SINGAPORE, September 20.

H.M.S. Astraea left yesterday afternoon in search of the H.M. sloop Clio.

## TEN MILLION TAELS FOR CHINA'S NAVY.

(Wah Tse Yat Po's Service.)

Peking, September 19.

The Viceroy and Governors of all the provinces have sent a telegram to Peking promising a contribution of 10 million taels towards the Naval Reorganization Fund.

## TO ENQUIRE INTO NAVAL MATTERS.

(Wah Tse Yat Po's Service.)

Peking, September 19.

It is said that Yin Chang, Chinese Minister in Berlin, will be appointed a special commissioner to enquire into the navies of foreign countries.

## PRINCE REGENT PLEASED.

(Wah Tse Yat Po's Service.)

Peking, September 19.

The Prince Regent is very pleased with the exhaustive report presented by Li Chao-chin, who was sent to Japan to make investigations into the system of constitutional government pursued in that country.

## RAISING THE WIND.

(Wah Tse Yat Po's Service.)

Peking, September 19.

Chan Kam-to, a Secretary of the Board of Finance, has suggested several sources whereby to obtain money to rebuild the Chinese Navy. Among these suggestions he advocates the levying of stamp duties. The Board of Finance is henceforth authorized to seek advice from all wholesale merchants in the Empire.



## THE HARBOUR SWIM.

## COOKE WINS THE CUP.

Once again the proprietors of the China Mail, Ltd., have come forward and offered a cup and other prizes for what is best known as "the harbour swim." The race took place on Saturday evening in the presence of "crowds" of spectators. As showing the interest taken in this thoroughly sporting event it is worth noting that the V.R.C., under whose auspices the race took place, was simply packed, and right past Murray Pier the crowd was standing several deep.

All the ships in the harbour in the vicinity of the course had also their full complement of lights on, while at the Police Pier, Kowloon, where the race commenced there was another goodly company. Numerous launches, motor boats and rowing craft accompanied the competitors and altogether the contest provoked an unusual amount of excitement, possibly on account of this large number of entries, there being twenty-three, which constitutes a record. Their names were—Y. Abbas, T. Barret, A. V. Barrow, A. A. Claxton, C. J. Cooke, J. P. Curran, F. M. de Cruz, A. S. Ellis, J. M. Rosa Paron, C. Sequera, G. W. W. Tully, A.O.C., R.A.M.C., Pto. W. F. Tully, A.O.C., G. H. Sale, R.G.A., Cpl. C. Coop, A.S.O., L/C. Morris, R.E., Pto. W. Stiff, Buff. W. G. Carter, R.M.S. Tamar, C. Richardson, H.M.S. Tamar, R.V. Laddell, H.M.S. Cadmus, Dunk, H.M.S. Kent, J. Houston, U.S.S. Galveston, Rose, Empress of China.

Three competitors, J. M. Rosa Paron, Gannor H. Sale, B.G.A., and C. Richardson, H.M.S. Tamar, did not turn up, which left twenty who lined the rail of the V.R.C. launch. The water was taken in fine style by all contestants, Barros striking out to the west against the tide. He was closely followed by Ellis. Many of the swimmers took the opposite course while Cooke, Morris, Stiff and Widdell kept to the centre.

Soon after leaving the Police Pier a pair of boats containing Capt. Barker and Mr. T. Brayfield captured and no little excitement prevailed. Another boat went quickly to their assistance and they later proceeded on their way as if nothing had happened.

As the Portuguese gunboat was reached it was seen that the race lay between Cooke and Barros, Cooke being a short distance ahead, although Barros occupied a good position. All the competitors were swimming easily but Claxton who was plunging a little. About this time Stiff was overtaken by Morris and when the V.R.C. was reached the race lay between Cooke, Barros and Morris. Cooke touched the Praya Wall amidst tremendous excitement just twenty-four seconds ahead of Barros, while Morris was close behind. Rose, Stiff and Claxton came in practically together, the order being—

C. J. Cooke ..... 1  
A. V. Barros ..... 2  
Lt. Col. Morris ..... 3  
Lt. Col. Morris ..... 4  
Private Stiff, Buff ..... 5  
A. A. Claxton ..... 6  
Time—29 min. 28 sec.

The time occupied was three minutes 29 seconds more than last year when the water was very tempestuous but the tide all in favour of the swimmers. This year the tide did not turn till the race was over. Jolly fish caused a good deal of trouble on Saturday, all the competitors being stung more or less, indeed, Ellis had to give up owing to a severe sting on the face.

PREVIOUS RESULTS.  
1937.—Gr. R. Brother 'n' 27 m. 42 sec.  
1937.—A. E. Thomas, H.M.S. Tamar, 28 m. 50 sec.  
1936.—A. E. Thomas, H.M.S. Tamar, 29 min.

Thanks are due to Mr. W. A. Cooke, judge; Mr. T. Mack, starter; Mr. Frank Lammer, referee and Mr. C. D. Sals, timekeeper, for the able manner in which they conducted the race.

At the conclusion of the race Mr. T. E. Pearce, in asking Mrs. Bellamy Brown to present the prizes, said that thanks were again due to the proprietors of the China Mail for presenting the prizes for this race. It was evident from the increased number of entries this year that the harbour swim was becoming more popular every year. (Hear, hear.) He thought the swimming fraternity were very greatly indebted to the donors, not only for presenting the race but for presenting such handsome prizes. (Hear, hear.) They were also grateful to Mrs. Brown for attending to present them. She had taken an interest in this event for two years, and he hoped to see her presenting the prizes for many years to come. (Applause.)

The winners were each received with tumultuous applause, particularly Cooke, who, on the two previous occasions, came in second.

Mr. Pearce then presented Mrs. Brown with a handsome bouquet, after which cheers and a "figur" were accorded to her and the prize donors.

Mr. A. Bellamy Brown, in returning thanks, said that the proprietors of the China Mail had the greatest pleasure imaginable in presenting prizes for such a splendid race. He was pleased to point out that the man who came in first had shown up well in previous years. He certainly won that day after a magnificent struggle. (Applause.)

As regards the prize, he hoped the China Mail might have the pleasure and privilege of organizing a similar race for many years to come and he re-echoed Mr. Pearce's wish that Mrs. Brown would be in the Colony to present them. (Cheers.)

Two Chinese men six capital photographs of the Harbour Race taken at different times during the contest.

A native fell down the hold of the a.s. Dakota, belonging to the Standard Oil Co., on Saturday and sustained injuries which necessitated his removal to hospital.

## CORRESPONDENCE.

## THOSE LIQUOR DUTIES.

(To the Editor of the "China Mail.")  
Sir,—I can't help admiring the picture you draw of the Colony quietly and almost unconsciously, under the expert handling of Sir Frederick Lugard, sliding into the new conditions brought about by the new liquor duties, but your argument won't hold water. This is no question of gliding, we have been taken by the scruff of the neck and positively plunged head over heels into the new duties, and the worst of it is no matter how we kick there is positively no redress. All the same I register my protest.—Yours faithfully,

Hongkong, Sept. 19.

## ANTI-HUMBLED.

## THE ABUSE OF POWER.

(To the Editor of the "China Mail.")  
Sir,—The action of the Government in at once putting into force the new liquor ordinance is surely an abuse of the powers possessed by the "Governance-in-Council." We Englishmen are always pouring scorn on the autocratic Government of the Tsar, but Friday's procedure beats the Russian system hollow. I seriously question the legality of the act. I was always of opinion that no law was binding in this Colony until it had been formally published in the Gazette, and yet to my positive knowledge no copy of that journal was to be had in Hongkong at noon on Saturday, though the Ordinance had then been in force twelve hours. Its no good crying over spilt milk, I know, but all the same I must say that the Governor and his advisers have scarcely "played the game."

Yours.

## VERY DISGUSTED.

(Note.—Our correspondent's surmise is not quite correct. An Ordinance passed by the Legislative Council becomes the law of the Colony directly the Governor has signed his assent.—Ed. C. M.)

## A PROTEST.

(To the Editor of the "China Mail.")  
Sir,—I think the Colony would be quite justified in forcibly protesting against the indecent haste shown in putting the new liquor ordinance into force. We have often in times past had to complain in Hongkong of hasty and ill-considered legislation, but never before has there been such a flagrant case as the present. Certainly the Unofficial members of the Council put up a little show of "defending" the commercial interests of the place, but with the exception of Mr. Hewitt, their fight was but half-hearted. We all realize that the Government is in a tight-hole financially, but that does not justify them in "dagooning" the Colony as they have done. Friday night's work would make even an American Tariff Committee blush for shame. Enclosing my card.—Yours etc.,

PROTESTOR.

## JUNIOR CRICKET LEAGUE.

(To the Editor of the "China Mail.")  
Sir,—Your correspondent "G. Galerio" appears to have read something into the announcement regarding a junior cricket league meeting which was not there and the matter was entirely unintended. The names of the clubs given were only those called to mind at the time, which were likely to be amongst those which would form the junior league. Certainly there was no intention whatever to exclude the "Lusitania" Club and there has been no statement that "only certain clubs" will be allowed to send in teams. Any club, of whatever nationality the members may be, applying for membership, will have their application considered the same as all clubs wishing to join. Yours etc.,

SPORTSMAN.

## THE LIQUOR ORDINANCE.

(To the Editor of the "China Mail.")  
Sir,—Referring to my letter published in your paper of the 17th inst. and to Mr. Hewitt's criticism thereof, appearing in your issue of the 18th inst., perhaps, if I am allowed to give the following explanation, your readers would be able to judge whether I was justified under the circumstances to address you in the first instance. To make my argument clear, it will be necessary to reproduce, in part, my letter of the 17th inst. and Mr. Hewitt's letter of the 18th inst.

My letter.

"What do you think Mr. Editor, of hearing from their (some of the Unofficial Members) lips that nothing but whisky was bottled in this Colony and that brandy never came to this Colony in bulk."

"I was asking much more to the honourable member to whom Mr. Brown refers and heard clearly all he said and am in a position to state that there is no foundation for the charge brought against him, that according to the honourable member, 'nothing but whisky was bottled in the Colony.'"

It will be seen from the quotation from my letter that I make no allusion to any particular Member of the Council and that the words in inverted commas, quoted by Mr. Hewitt do not correspond with what I state in my letter.

I was the first to write to the Government and the Chamber of Commerce advocating the scheme for levying import duty on liquor in preference to the bill first proposed by the Government to double the license fees.

In my letter to the Government, a copy of which I sent to the Chamber of Commerce, I suggested the levying of about one-half of the duty as proposed in the bill introduced by the Government.

Many letters have been addressed by me to the Government and the Chamber of Commerce on the subject and many advantages were made by me on Dr. De Klerk, the Hon. Mr. Wei Yuk and the Hon. Mr. Hewitt, (the Hon. Mr. Murray Stewart I have been informed did not want to see me).

About a couple of days before the second reading of the bill I called on Mr. Hewitt informing him that I was making out a memorandum for him and that I would bring this to him the next day, and that I was of the utmost importance to the trade that pressure be put on the Government to

prevent the rushing of the bill through the Council immediately after the second reading, because it would be absolutely necessary after the second reading, that the Unofficial Members should have a conference with the representatives of the trade for their view on the matter. Mr. Hewitt informed me that there would be a meeting of Unofficial Members that afternoon, and requested me to send him my memorandum that day. I said I would not be ready until the next day, as I was getting information about the prices of Chinese wines, which I thought were very lightly taxed. The next day I learned that the Unofficial Members had met, but the result of the conference and expressed my surprise to Mr. Hewitt that I was not invited. Mr. Hewitt absolutely refused to give me any information regarding the result of the conference and insisted that I should get it from him. I wanted at the meeting of the Council the next day. Well, what did I learn at the meeting of the Council the next day? One Member stated in committee when the matter of duty was being discussed that he did not think heavily in wood was brought to this place and another Member stated that whisky was the only spirit broken down here, but the previous Member stated that the whisky was broken down and supported by all the other Unofficial Members in asking the Government to adopt their scale of duty (the result of their conference) before the Council met. This scale would produce nearly the same amount of revenue as the scale proposed by the Government. But what perished most was that the Government intended the scale of duty by charging \$3.00 per gallon on whisky in bulk and \$2.00 per gallon in bottle and this was accepted by the Unofficial Members en bloc. It has since transpired in relation to this difference of duty on whisky in bulk and in bottle that a gentleman, who is representing a certain brand of whisky for which my company has the sole agency in this place and the neighbouring ports, (the agency having been given to my company through the recommendation of this gentleman), had seen Mr. Hewitt previous to my interview with him about this preference on duty on whisky in bulk. This differentiation if it had become law would render the bottling of whisky in this place unprofitable and would be the ruin of the whisky trade in Hongkong. This gentleman, who is a wine merchant, which is an important adjunct to his vocation as a trader, because it takes a considerable length of time for wine to be imported and sufficient experience in blending, maturing, mellowing and bottling of spirits under the climatic conditions of this place and a much more considerable time and expense being required before a certain brand of wine could become popular "if at all." A wine merchant, who has a bottling list, would be able to give the best value to his customers, as he would be able to import spirits from distillers of repute, good quality and of some of the finest brands which are absent in many spirits sold in our market here.

I took immediate steps the next day after the adjournment of the Council, to remedy the alleged error and called on the two experts the Unofficial Members had consulted at their meeting. It was agreed by us all to write to the Government on the subject with the result that this particular differentiation of duty was revoked at the last meeting of Council.

As regards Mr. Hewitt's concluding paragraph of his letter which reads as follows:—

"The Unofficial Members are as ignorant as Mr. Brown himself as to what in the scale of duties drawn up by them, special reference was made to wines imported in the wood." I maintain and believe your readers will agree with me, effected before the Ordinance was passed, meeting thought all spirits except whisky were imported in bottle and not in bulk or wood as they call it, as no reference was made in their scale for spirits in wood; the only reference made by them in the scale was "other still wines" (all wines are not spirit). It may interest the Unofficial Members to know that their assertion in the Council, that the revenue from their scale of duty would be nearly the same as that to be derived from the Government scale, was also made in ignorance of the fact that their scale will be the means of lessening the revenue by about \$100,000 a year, as I have figured it out carefully from the approximate sales of liquors consumed in this place (my figures being based on the presumption that my company is doing one-fifth of the whole trade in wine and spirits of this place). Much has now to be done to have amendments, exemptions etc., effected before the Ordinance could be worked without disturbance to the trade and the diversion of business to one of our neighbouring ports.

Yours faithfully,

A. RUMAHIN.

Hongkong 20th September, 1938.

## A NIGHT AFFAIR.

## Lukong Kicked into the Gutter.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions, this afternoon, Lung Tan was charged with robbery with violence.

Hon. Sir Henry Barkley, K.C., Attorney General, instructed by Mr. H. L. Denys, Jr., from the Office of the Crown Solicitor, prosecuted on behalf of the Crown.

Hon. Sir Henry Barkley said that a woman living at 149, Hollywood Road, returned from a party about 1.30 o'clock and omitted, as was usual, to remove her hair ornaments. About 4 a.m. she was awakened by someone coming into the room and throwing papers on her face. The intruder, wearing a gold hair ornament and a diamond necklace, was the woman attracted a Lukong to the scene and he met the intruder on the stairs, he was in a momentary confusion and dropped the ornaments. The intruder knocked off the Lukong's helmet and kicked him into the gutter. He then bolted and the Lukong gave chase, the runaway being ultimately captured by the police.

The Lukong would say that he never lost sight of prisoner.

Evidence was then recalled.

The jury returned a verdict of guilty, and the Lukong was sentenced to three years' imprisonment with hard labour.

## DON'T TAKE THE RISK.

WHEN you have a bad cough or cold do not let it drag along until it becomes chronic or develops into an attack of pneumonia, but give it the attention it deserves and get rid of it. Take Chamberlain's Cough Remedy and you will be promptly relieved. For sale by all chemists and druggists.

## THE BUTLER WRIGHT CASE.

Owing to the unsettled weather which has prevailed in the China Sea, the a.s. Anhui, with Mr. Butler Wright on board, has not yet arrived in harbour as was anticipated. In consequence of this delay, it will be impossible for the case, in which Mr. Wright is charged with embezzlement, to come on at Canton to-morrow, as was originally intended.

The charges will probably now be investigated on Wednesday or Thursday.

## SPORTING.

## Paraoe Cricket Club.

Mr. A. B. Avasia presided at the annual general meeting of the Paraoe Cricket Club held on Sunday morning at the Paraoe Club premises.

The report stated that last year the balance carried forward to the new account stood at \$802.74. The income for last season, including members' fees, bank interest, and other sundries increased the total to \$714.13. The expenditure on cricket materials, servants' wages, and rolling and repair to the grounds, amounted to \$179.31. The balance in hand amounts to \$344.62. The club played four matches, of which three were won and one lost. On the motion of the Chairman, seconded by Mr. S. B. Balliwar, the report was adopted.

Mr. Cawasjee Bejwanjee Mordhwar was appointed hon. secretary and treasurer on the motion of Mr. Chinoy, seconded by Mr. Mehta. Mr. Ardesir Avasia was re-elected, presiding at the club, on the motion of Mr. Chinoy, seconded by Mr. Balliwar. Mr. K. D. Gaudar proposed the re-election of Mr. J. D. Norn as captain. Mr. M. Billimoria seconded, and the motion was carried unanimously. Mr. Benu Kalkharshe Mehta was appointed on the committee.

It was resolved that future members supply their own bats.

## Lawn Bowls.

Kowloon and the Civil Service Club played a return match at the Happy Valley on Saturday afternoon and the game resulted in a win for the home team after a most exciting finish. The scores were:—

KOWLOON. CIVIL SERVICE.  
R. Lapsley ..... 18  
J. MacDonald ..... 18  
A. A. Milroy ..... 18  
W. Taylor ..... 18  
Brennan ..... 18  
G. Goy ..... 18  
Menzies (skip) ..... 19  
D. Harvey ..... 19  
T. Ramsay ..... 19  
J. Ramsay ..... 19  
W. Russell (skip) ..... 17  
L. Guy ..... 17  
A. Ramsay ..... 17  
T. Pettie ..... 17  
G. R. Edwards ..... 17  
(skip) ..... 17

Total ..... 75 Total ..... 71

## MARLBOROUGH POLICE V. SPOON.

The single police challenged the married police for a set of spoons and the match took place on Saturday. The teams were:—MARLBOROUGH—Gerrard, J. J. Watt, Gourlay and Robertson (skip). SPOON—Gerrard, O'Grady, Stuart, and Cooper (skip).

After an interesting game the married men were defeated by 19 points to 21.

## HONGKONG CRICKET CLUB.

## An Enjoyable Outdoor Concert.

The open-air concert promoted by the Hongkong Cricket Club and held on Saturday night was attended by all the elements which make for success. Fears had been entertained earlier in the day that the climatic conditions would be unpropitious, but fortunately rain kept off. The ground was delightfully illuminated by means of Chinese lanterns and electric lights, while the scheme of decoration on the exterior of the pavilion, where the platform was erected, was decidedly happy. The Club colours were given due prominence, appropriate places were found for the implements of the game, the massive silver shield at present held by the "B" team was also displayed, while the whole was charmingly set off with festoons of greenery and a profuse display of coloured bunting. The public turned up in large numbers, the seating accommodation being very soon fully occupied.

The Bude band under Bandmaster Hewitt opened the concert with a magnificent rendering of the overture to "William Tell" and then followed a powerful interpretation of the song "Thy Sentinel am I" by Mr. W. S. Hone. A well-deserved encore was given, Mr. Hone responding with an even better rendering of "A warrior bold." Miss Gailie Potts proved herself possessed of artistic instincts by her tasteful translation of a Serenade played on the violin, so much so that the audience paid her the compliment of a recall. To orchestral accompaniment Mrs. Bellios gave a most impressive rendering of "Ave Maria," full of expression and perfect in finish, and her absters would not rest content until she had repeated the whole composition. Mr. W. G. Worcester was, as usual, irresistible in a couple of humorous ditties, while the Band again delighted the audience by the manner in which they gave the selection "Merry England."

The second part opened with Tchaikowsky's "1812," a piece which gave the Band full scope for their capacities. It was faultlessly rendered. Messrs Carroll and Worcester, always welcome, gave great delight and caused much amusement by their punning lyrics, full of topical allusions. Mr. George P. Lammer was heard to great advantage in his "Nirvana," which was probably the most appreciated item of the evening. In response, he gave an equally enjoyable rendition of "Rose in the Bud" and "Happy Song," while Mr. Hannibal greatly tickled the audience by his comic song "He was a married man." As an encore he gave some cleverly executed burlesque recitations. An extract from the third act of "Lohengrin" by the Band brought the programme to a close. The accompaniment was by Mr. George G. G. and Prof. Gonzalez, the former of whom is to be complimented on the excellently arranged programme.

The Secretary of the Hongkong C.C. wishes, through our columns, to extend sincere thanks to all those who contributed to make the concert so great a success.



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Testimony, by Alice Gladie Acker.

Mortimer's Marriage, by Horace Wyndham.

A Wife by Purchase, by Paul Trent.

The Butler's Story, by Arthur Train.

Uncle Gregory, by George Sandeman.

The House of the Soul, by J. B. Harris-Burland.

Ashe of Passion, by Mrs. Constan Karanahan.

Sylvia and the Secretary, by Olivia Ramsey.

Pink Parity, by Gerrie De S. Wentworth.

The King's Cause, by Walter E. Higgins.

The Red Saint, by Warwick Deeping.

A Reaping, by F. F. Benson.

John Goodchild, by R. W. Wright-Henderson.

The Fun of the Fair, by Eden Phillpotts.

Old as the World, by J. W. Brodie Innes.

The Red Hot Crown, by Dorothea Gerard.

A Lighted Candle, by Frisella Craven.

Concerning Elmsford, by Victor L. Whitton.

The Score, by Lucia Malt.

The Affair on the Bridge, by I. Morgan-DeGroot.

Everybody's Secret, by Dion Clayton Calverley.

The Echo of Silence, by H. De Vere Stacpole.

The Coming of Aurora, by Mrs. Philip Champion De Crespigny.

A Family of Influence, by W. H. Williams.

The Unit Lamp, by Algernon Ghaing.

Mollie Doreville, by Gerrie De S. Wentworth.

The Lady of the Shroud, by Bram Stoker.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO DISPENSE PRESCRIPTIONS.

WATKINS, CHEMISTS & DRUGGISTS

31, Queen's Road Central, HONGKONG.

DRY OR NIGHT TELEPHONE: 492.

LUKONG CHARGED WITH MANSLAUGHTER.

Prisoner Discharged.

Wong Kam was charged at the Criminal Sessions, to-day, before the Chief Justice Sir Francis Pigott, with manslaughter.

Hon. Sir Henry Barkley, K.C., Attorney General, appeared for the Crown, instructed by Mr. H. L. Denys, Jr., from the office of the Crown Solicitor, assisted by Mr. P. W. Golding and Mr. Leo Almada, of Castro.

The following jury were empanelled:—W. Storer, D. A. Malcolm, G. Morphey, E. Roby, G. Picketing, A. J. P. Purnell, forman; A. C. Dine.

Hon. Sir Henry Barkley, K.C., said that prisoner was a Lukong and the deceased man was a hawk. It was stated that on July 29 prisoner had numerous complaints about the deceased obstructing the footway in consequence of which deceased was arrested. On the way to the police station, it was alleged, prisoner prodded deceased with his trunk about the region of the abdomen. Deceased was allowed to go while suffering severe pain. He was afterwards treated by a Chinese doctor. Dr. Shaw made a post-mortem examination and found that the cause of death was strangulation of the heroin.

Dr. Shaw questioned by His Lordship stated that in his opinion the complaint had been there two days and the offence was alleged to have taken place within twelve hours of his seeing the man.

His Lordship said that in face of the evidence he would ask the jury to discharge the prisoner.

Prisoner was discharged.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE, VIA MOJL, KOBE and YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1938
SUVERBIO	6132	St. Shotton	2nd October
OCEANO	4857	F. W. Davies	21st October
ROMERIO	6132	J. Mable	18th November

These steamers are specially fitted for the carriage of Asiatic Stowage Passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to:

QUEEN'S BUILDINGS DODWELL & Co., Limited, GENERAL AGENTS.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST FOR NEW YORK.

S.S. SURUGA ..... About 4th October.

S.S. ATHOLL ..... About 18th October.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Sole Agents for RUBEROID ROOFING.

THE ONLY ROOFING WITH 17 YEARS' RECORD.

Inexpensive and all ready to lay.

Acid proof. Alkali proof. Vermin resisting.

No painting or coating required.

No charge for accessories.

Light. Cool. Watertight.

SAMPLES FREE.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To Sail on	REMARKS
LONDON & ANTWERP	BORNEO	Sept. 22nd	Freight and Passengers
SHANGHAI, MOJI KOBE, YOKOHAMA	SOMALI	Sept. 22nd	Freight only
SHANGHAI	HIMALAYA	Sept. 23rd	Freight and Passengers
LONDON, via UGUA, PORT	DELTA	Oct. 2nd	See Special Advertisements

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## "EMPIRE LINE"

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong	From Quebec
'EMPIRE OF INDIA' SATURDAY, Sept. 26th	'EMPIRE OF IRELAND' FRIDAY, Oct. 23rd
'EMPIRE OF JAPAN' SATURDAY, Oct. 16th	'EMPIRE OF BRITAIN' FRIDAY, Nov. 13th
'EMPIRE OF CHINA' SATURDAY, Nov. 6th	'EMPIRE OF AUSTRALIA' FRIDAY, Dec. 3rd
'MONTEAGLE' SATURDAY, Nov. 21st	

'Empire' Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon. Each Trans-Pacific 'Empire' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empire of Britain' and 'Empire of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empire' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and Berth) is \$100.00. The 'Empire of Britain' and 'Empire of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. BRADDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOJI KOBE and YOKOHAMA.

OPERATIONS IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMERS	Tons	Captain	To Sail
RYGJA	3807	E. H. SWENDE	Oct. 5th, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports, for through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	SYDNEY	X	Sept. 27, p.m.
MARSEILLES, Via Port	POLYNESIEN	Bzoo	Sept. 28, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	TOURANE	LANCEN	Oct. 11, p.m.
MARSEILLES, Via Port	OCEANEN	SEILLER	Oct. 12, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN CHINA AND PHILIPPINES

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK

TAKEING Cargo at through Rates to all European, North Continental and British Ports also Trieste, Lyons, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

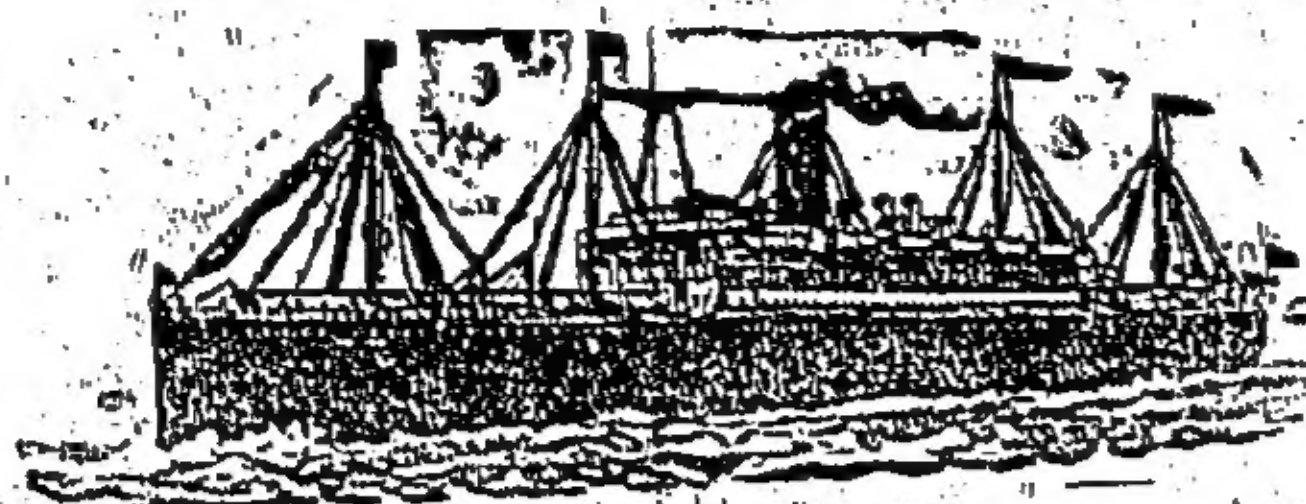
Outward	Home
For Bremen, Hamburg & Antwerp	For Bremen & New York
S.S. 'ALBATROSS' 29th Sept	S.S. 'ALBATROSS' 29th Sept
S.S. 'SILBER' 19th Oct	S.S. 'SILBER' 19th Oct
S.S. 'BRIGANDIA' 29th Oct	S.S. 'BRIGANDIA' 29th Oct
S.S. 'SILBER' 19th Nov	S.S. 'SILBER' 19th Nov
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For Further Particulars, apply to HAMBURG-AMERIKA LINIE Hongkong Office.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
* NIPPON MARU	11,000 Tons, SATURDAY, 25th Sept, at Noon.
* SIBERIA	18,000 " " FRIDAY, 1st Oct, at Noon.
* MANCHURIA	27,000 " " SATURDAY, 10th Oct, at Noon.
* CHIU MARU	21,000 " " FRIDAY, 22nd Oct, at Noon.
* MONGOLIA	27,000 " " SATURDAY, 13th Nov, at Noon.
* TENYO MARU	21,000 " " FRIDAY, 13th Nov, at Noon.
* KOREA	18,000 " " TUESDAY, 30th Nov, at Noon.

\* Twin Screw. \* Triple Screw Steamer.

The s.s. NIPPON MARU will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, September 25th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 " SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports...£43.

Hongkong to London via New York...£43.

SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES, 1909.

MARSEILLES, LONDON, HITACHI MARU, (WEDNESDAY, 29th Sept, at Daylight.

ANTWERP, Via SINGAPORE, PENANG, KANAGAWA MARU, (WEDNESDAY, 13th Oct, at Daylight.

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## LONDON LETTER.

(From Our Own Correspondent.)

London, August 23.

Mr. J. T. Goldwin, an Irish globe trotter, has arrived in London after covering more than 34,000 miles by foot and cycle. He started in July, 1904, from Cape Town and in his collection of time honoured seals gathered since then, he has Royal and municipal specimens, including those of the Queen of Honolulu, the municipality of New York, Indian maharajahs, the Sultan of Zanzibar and many Chinese grandees. He maintained himself largely by lecturing and once in Portuguese East Africa he prevented the natives from doing him harm by saving a black baby from convulsions by giving it a few drops from a bottle of chlorodyne.

Our people don't seem anxious to go in for more of that strenuous kind of vacation known as the Bank Holiday. The Chambers of Commerce issued three thousand circulars to firms and institutions asking whether another day should be selected as an additional holiday. Only three hundred of the circulars have come back and most of these are for no change being made. Some suggest that if such an addition is made the ninth of November, being both the King's birthday and Lord Mayor's Day, should be selected, for those celebrations make a very muddy day of it anyway. There is another proposal to follow the example of America and have a Thanksgiving Day—for what is not stated.

Prince and Princess Kuni of Japan, who have been visiting Scotland since I last wrote, will soon return to Japan, via America. The Prince, I hear, is gathering material for a work on the artistic industries in the United Kingdom. He has been much impressed by what he has seen of the cultivation of art in manufacturing districts and of the efforts made by great employers, to house their employees in healthy and artistic surroundings. The Prince and Princess have thoroughly enjoyed their holiday in these islands. The Americans now hope to have them among the distinguished foreign visitors who will attend the celebration of the discovery of the Hudson River by Henry Hudson. The Kaiser is sending, Grand Admiral von Koetter, President of the German Navy League, as his personal representative, and the Dutch have already sent a complete reproduction of Hudson's ship the "Half Moon," which will be a star feature of the celebrations.

There is excitement in St. Petersburg on the two scores, both affecting the Amur territory. One part of it is caused by the continued encroachment of Chinese on the region, despite Russian colonization and seemingly prohibitive impositions on Orientals, and the other is caused by reports of the discovery of rich fields of gold. According to these statements a rush has commenced to the new El Dorado, close to the Amur Railway and crime and disorder are rife in the new settlements.

Before long London is to have a new theatrical enterprise in the shape of a small subscription theatre "probably" to be called the Little Theatre, where plays new and old are to be produced for very short runs to an audience of subscribers only. The originator of the scheme is Miss Gertrude Kingston. The idea is to gather together a select body of well-to-do people who will subscribe for the season, on the same principle as works so well in the case of the Royal Italian Opera House, and to give them performances, say, three a week, of plays which would not otherwise find ready production. This does not mean in any way that the plays would be of a character which would prevent their passing the Censor. On the contrary they would be of artistic interest, which might not appeal to the great body of public playgoers.

## Dentistry.

DR. CHAS. FONG.

DENTIST.

34, QUEEN'S ROAD CENTRAL.

ROOM No. 3, FIRST FLOOR.

(Opposite Post Office).

American graduate with twenty years' experience in the practice of Dentistry specialist for treatment of teeth.

Hongkong, April 16, 1909.

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DR. HARRY FONG.

AMERICAN TRAINED DENTIST.

NEUROLOGICAL and Latest Improved Appliances.

41, QUEEN'S ROAD CENTRAL.

Hongkong, November 18, 1908.

1379

S. I. Z. T. I. G.

No. 14, D'ARAGUE STREET.

TERMS VERY MODERATE.

Consultation Free.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on the various subjects of China.

Reprinted from the Chinese Press. The book is published in form of this Office, 8, Wyndham Street.

Price 20 Cents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To Sail
SHANGHAI	KWONGSANG	TUESDAY, Sept. 21, at 4 p.m.
SHANGHAI	WINGSANG	WEDNESDAY, Sept. 22, Daylight
SINGAPORE, PENANG, YOKOHAMA	YOKOSANG	THURSDAY, Sept. 23, at 2 p.m.
AND CALCUTTA	YOKOSANG	FRIDAY, Sept. 24, at 4 p.m.
TIENSIN, via CHEFOO	CHIPSANG	SATURDAY, Sept. 25, at 4 p.m.
AND WEI-HAI-WEI	CHIPSANG	SATURDAY, Sept. 25, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, Oct. 1, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOI	KUTSANG	WEDNESDAY, Oct. 13, at Noon.

RETURN TOUS TO JAPAN. Occupying 24 days.

The steamers Kwong, Wing, and Loong leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin &amp; Newchwang.

For Freight or Passage, apply to Telephone No. 61.

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

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## CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
SWATOW, AMOY & SHANGHAI	TAIYUAN	Sept. 21, at 2 p.m.
MANILA	TAIYUAN	Sept. 21, at 2 p.m.
HOIHOW, FAKHOI & HAIRONG	TAIYUAN	Sept. 21, at 2 p.m.
SHANGHAI	TAIYUAN	Sept. 21, at 2 p.m.
MANILA	TAIYUAN	Sept. 21, at 2 p.m.
AMERICAN PORTS	TAIYUAN	Sept. 21, at 2 p.m.
WEI-HAI-WEI, CHEFOO & TIENSIN	TAIYUAN	Sept. 21, at 2 p.m.
CHOOCHOW & HOIHOW	TAIYUAN	Sept. 21, at 2 p.m.
SAMARANG AND SOUABAYA	TAIYUAN	Sept. 21, at 2 p.m.
TINGTAU, CHEFOO & NEWCHOWANG	TAIYUAN	Sept. 21, at 2 p.m.
SHANGHAI	TAIYUAN	Sept. 21, at 2 p.m.
MANILA	TAIYUAN	Sept. 21, at 2 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LITIAN' and S.S. 'SANG'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SURE STEAMERS &amp; TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN SURE STEAMERS—(S.S. Anhai, China, Lian, Chihpa)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINE—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, AGENTS.

Telephone No. 86.



# Shipping. **PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.** HOMeward PASSENGER SEASON 1910. PROPOSED SAILINGS OF MAIL STEAMERS **MARSEILLES & LONDON.**

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leaves	Connecting Steamers	Due	Due
		from Colombo to	Marseilles (Brindisi)	London (1 day later)
Sumner	1000	1000	1000	1000
ARGADIA	7000	Feb. 5	March 5	March 11
ASSAYE	7000	Feb. 19	March 19	March 25
DELTA	8000	March 5	April 5	April 11
MAISONIA	10000	March 19	April 19	April 25
DEVANHA	8000	April 5	May 5	May 11
ASSAYE	7000	April 19	May 19	May 25
DELTA	8000	May 5	June 5	June 11
DELHI	8000	May 19	June 19	June 25

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax):  
1st Saloon...£71.10 Single. £108.14 Return.  
2nd ".....£48.8 " £72.12

In addition to the above Mail Steamers the following:-  
**INTERMEDIATE (NON-TRANSFER) STEAMERS**  
WILL LEAVE FOR

**LONDON,**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leaves	Due
	Hongkong	London
SYRIA	8000	January 26
SUMATRA	8000	February 9
NYANZA	8000	February 23
SUNDA	8000	March 7
MAITA	8000	March 21
BAEDINIA	8000	April 4
NORE	8000	April 18

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles. FARES TO LONDON (including Surtax):  
1st Saloon...£55.10 Single. £88.10 Return.  
2nd ".....£38.10 " £61.10

Carry 1st and 2nd Saloon Passengers.  
For further particulars, apply to  
**E. A. HEWITT, Superintendent.**

## **SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

sails 1909.

s.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.  
s.s. Manshu Maru - 5000 " Dec. 10th, at noon.  
s.s. America Maru - 6000 " Feb. 5th, at noon.

For particulars apply to **K. MATSUDA, Manager.**  
TOYO KISEN KAISHA, YOKO BUILDINGS.

## **DOUGLAS STEAMSHIP COMPANY, LIMITED.**

### **HONGKONG—SOUTH CHINA COAST PORTS.**

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamer	For	Leaving
HAIFANG	SWATOW, AMOY & FOOCHEW	TUESDAY, 21st Sept., at 2 p.m.
HAIDUN	SWATOW	WEDNESDAY, 22nd Sept., at 2 p.m.
HAICHING	SWATOW, AMOY & FOOCHEW	FRIDAY, 24th Sept., at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier). A reduction of 20 per cent on First-Class Fares to Foochow will be made during the month of September.

For Freight and Passage, apply to  
**DOUGLAS, LAPRAIK & CO., General Managers.**

Hongkong, November 17, 1909.

## **JAVA-CHINA-JAPAN L.I.J.N.**

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIMAHY	JAPAN	Do.	JAVA	Do.
TJIKINI	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILWONG	JAVA	Do.	JAPAN	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through bills of lading.

For Particulars of Freight and Passage, apply to  
**JAVA-CHINA-JAPAN L.I.J.N.**

YOKO BUILDINGS, 1st Floor. Telephone No. 375.

## **CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship	Tons	Captain	For	Sailing Date
TAIPEI	2540	R. Rodgers	Manila	Saturday, Sept. 25, at Noon.
RUBI	2540	W. H. Almond	Manila	Sunday, Oct. 3, at Noon.

For Freight or Passage, apply to  
**Shewan, Tomes & Co., General Managers.**

# Shipping **PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.**

## **S.S. 'MACEDONIA,'** 10,500 tons. CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at—  
MARSEILLES... April 16th.  
LONDON... April 23rd.

FARES TO LONDON—  
1st Saloon...£71.10 Single. £108.14 Return.  
2nd ".....£48.8 " £72.12

For further Particulars apply to  
**E. A. HEWITT, Superintendent.**

Hongkong, August 16, 1909.

## **THE EASTERN & AUSTRALIAN MAIL SERVICE.**

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG	LEAVE HONGKONG
EASTERN	Sept. 21	13th Oct., at Noon.
ALDENHAM	Oct. 19	10th Nov., at Noon.
EMPIRE	Nov. 16	8th Dec., at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to  
**GIBB, LIVINGSTON & CO., Agents.**

Hongkong, November 2, 1909.

## **CHARGEURS REUNIS CO. FRENCHE STEAMSHIP COMPANY.**

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call on route, thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL DUPRE, 10,000 Tons, Captain X, will be despatched for San Francisco and other above destinations on or about the 19th September.

For further particulars, apply to  
**MESSAGERS MARITIMES, Agents at Hongkong.**

Hongkong, April 14, 1909.

## **Notice to Consignees**

FROM EUROPE.

THE H.A.L. Steamship LIBERIA, Captain KRAMER, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against bills of lading countersigned by the Underwriter.

Optimal Cargo will be forwarded unless notice to the contrary be given before 2 p.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 3 p.m. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, September 14, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PESHAWAR.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SOEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against bills of lading countersigned by the Underwriter.

Optimal Goods will be landed here unless instructions are given to the contrary before 6 p.m.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to suit.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 18, 1909.

## **Notice to Consignees**

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship INDRA SAMHA, Captain T. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst. at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to suit.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, September 17, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against bills of lading countersigned by the Underwriter.

Optimal goods will be landed here unless instructions are given to the contrary before 6 p.m.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to suit.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 15, 1909.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP 'BENDORAN'.

FROM ANTWERP, LEITH, MIDDELSBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns and/or extra-warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against bills of lading countersigned by the Underwriter.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd September will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd September, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 15, 1909.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

**The Chinese Mail**

THE LARGEST CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MONDAY.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$8 per Annum delivered in Hongkong, \$12.50 in all other Ports.

6 WILKINSON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

**EUROPEAN AGENCY.**

INDENTS promptly executed at lowest cash prices for all kinds of British and Continental goods, including—  
Books and Stationery.  
Toys, Games and Luggage.  
Clothing and Dressing Materials.  
China, Earthenware and Glassware.  
Cycles, Motors and Accessories.  
Fancy Goods, Perfumery.  
Hardware, Machinery and Metals.  
Jewellery, Plate and Watches.  
Photographic and Optical Goods.  
Provisions and Olives' Stores.  
etc., etc.

Commission 2 1/2% to 5%.  
Trade Discounts.  
Special Quotations on Demand.  
Samples Cases from £10 upwards.  
Consignments of Goods Sold on Account.

**WILLIAM WILSON & SONS**  
(Established 1814).  
25, Abchurch Lane, London, E.C.4.  
Cable Address: 'ANNULAIR, LONDON.'

# **SOUTH MANCHURIA RAILWAY**

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

**SUMMER SCHEDULE.**

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of, excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun, in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (2,977 tons each) as follows:—

**NORTH-BOUND.**

Leaves—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday
Ar. —Mukden	11 a.m.	"	"
Ar. —Changchun	8.50 p.m.	"	"
Ar. —Harbin (Russian Train)	9.15 p.m.	Monday	Wed.
Ar. —Harbin	5 a.m.	"	"
	8.55 a.m.	"	"
	2 p.m.	"	"

# SOUTH-BOUND.

Connecting at Harbin with

State Express from St. Pet'g.  
State Express from Moscow.  
Wagon Lits from Moscow.

Leaves—Harbin (Russian Train)*	9 a.m.	Tuesday	Thurs.	Sat.
Arrive—Changchun ( " )	8 p.m.	"	"	"
Ar. —Mukden ( " )	7 p.m.	"	"	"
Ar. —Dairen ( " )	2.10 a.m.	Wednesday	Fri.	Sun.
Ar. —Shanghai (Steamer) ( " )	2.50 a.m.	"	"	"
Ar. —Harbin ( " )	12.50 p.m.	"	"	"
Ar. —Shanghai ( " )	afternoon.	Friday	Sunday.	Tuesday.

\* Russian Train time is 23 minutes earlier than S. M. R. time.

**TICKET AGENCIES.**—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Cook & Son.

**RAILWAY HOTELS.**—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depots.

**SOUTH MANCHURIA RAILWAY COMPANY, Dairen.**  
Tel. Add.: 'Mantetsu.' Codes: A.B.O. 5th Ed. A.L. 3-tube.

## **Hotels**

### **KING EDWARD HOTEL**

**HIGH-CLASS PRIVATE HOTEL.**

**LADIES' AFTERNOON TEA ROOMS.**

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TABLE D'HOTE at SEPARATE TABLES.

Tele. Address: 'VICTORIA,' Hongkong.

For Terms, etc., apply to the  
**MANAGER.**

Hongkong, October 2, 1909.

### **'BRASSIDE' PRIVATE HOTEL.**

STANDING in its own grounds with Tennis and Croquet Lawns, Large Lily and Wall Flower Beds. Every room comfortable. Fine View of the Harbour.

Apply to  
**Mrs F. W. WATTS**  
'Brasside,' 20, Macdonnell Road.  
Hongkong, September 2, 1909.

### **VICTORIA HOTEL**

SEAKOON, CANTON.

Manager: Mr. H. H. HARRIS.

Telegraphic Address: 'Victoria, Shanghai.'

Situated on the British Consession.

### **MACAO HOTEL**

MACAO.

Telegraphic Address: 'Farmer Macao.'

Situated in the Centre of the Praya Grande.

Both Hotels electrically lighted and under experienced European Supervision.

Guides and Carriage Provided.

Every information and special attention to Tourists' Reasonable Rates.

Wm. FARMER, Proprietor.

Macao, May 13, 1908.

### **'KINGSCLERE' PRIVATE HOTEL.**

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Tele. Address: 'SAKHOA.' A.B.O. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting, lawn and fine stabling for horses.

Proprietress, Mrs F. SAHSE.

Hongkong, September 1, 1908.

### **WEEKLY NEWS FOR HOME.**

Extra Cars at 3.15, 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, 110, Queen's Road Central.

**JOHN D. HUMPHREYS & SON, General Managers.**

### **The Overland China Mail**

**FULL REPORT**

LATEST INTELLIGENCE

Order before you leave so you may receive it while at Home.

The CHINA MAIL, Ltd., 5, Wyndham Street.

### **A RAMBLE THROUGH SOUTHERN FORMOSA.**

With Woodcuts.

Price.....30 cents.

To be had at the CHINA MAIL Office.

### **THE COMMERCIAL LAW AFFECTIONING CHINESE.**

With Special References to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS in HONGKONG.

Reprinted from the CHINA MAIL.

For Sale at the CHINA MAIL Office, at 5, Wyndham Street.

Price.....20 Cents.



## VICTORIA CINEMATOGRAF.

Miss Ivy Lee has returned after a successful season at Shanghai and is appearing nightly at the Victoria Cinematograph. Miss Ethel Loe has been joined by the S. S. Tai Yuen on Sunday will make her debut this evening when patrons can be sure of a regular treat. The Collins Sisters will also return from Shanghai and Tientsin in a few days.

## WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:-  
On the 19th at 5.55 p.m.—Black North Wind and Drizzle.  
The typhoon is on the coast to the South of Amoy. It is apparently moving now towards V.S.W.  
On the 20th at 6.50 a.m.—Slightly lowered. At 12.05 p.m.—The barometer has risen over China and the Philippines, and fallen in Japan.  
The typhoon has been filling up since yesterday morning. It extends now as a shallow depression of the S. coast of China. Pressure is low to the North of Japan. It is high over the Pacific in the neighbourhood of the Bonins.  
Fresh to strong N.E. winds may be expected in the Formosa Channel and along the S. coast of China between Hongkong and Amoy.  
Forecast for the 24 hours ending at noon to-morrow:-  
1.—Hongkong and Neighbourhood: N.E. winds, freshening; squally, showery.  
2.—Formosa Channel: Same as No. 1.  
3.—South coast of China between Hongkong and Amoy: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## To-day's Advertisements

## LOST

ABOUT 16th inst. LIVER POINT with white markings on front of chest about 8 months old. Name and address of owner on collar. Finder will be rewarded.  
Dr. BELLIOS.  
3, Century Crescent, Kennedy Rd.  
Hongkong, September 20, 1909. 1184

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.  
The Company's Steamship Kumang, having arrived from the above ports, will be ready to receive cargo by 10 a.m. on Tuesday, September 21, 1909. The cargo will be delivered from the ship.

Cargo impeding the discharge or remaining on board after 4 p.m. on Tuesday, the 21st, will be landed at Consignees' risk and expense.  
For Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
Hongkong, September 20, 1909. 1185

## POST OFFICE NOTICES.

Only fully prepaid letters and postcards are receivable by the SIBERIA route to EUROPE.  
Mails will close for:-  
HOI-HW & HAIFONG.  
Per Sui Tat, at 1.15 p.m., on Tuesday, the 21st Sept.  
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## SHIPPING

## ARRIVALS.

Taiyuan, British steamer, 1,500 T. Davison, Melbourne August 17, and Manila Sept. 16, General.—BUTTERFIELD & SWIRE.  
Hylon, British steamer, 4,332 T. A. Davison, Shanghai Sept. 10, General.—BUTTERFIELD & SWIRE.  
Hualong, British steamer, 1,317 T. E. Forsythe, Tientsin Sept. 8, General.—BUTTERFIELD & SWIRE.

Deloid, British steamer, 2,593 T. W. A. Ross, Manila September 16, General.—STANDARD OIL CO.

Choking, German steamer, 1,020 T. J. Bruhn, Bangkok September 10, Rice and Meal.—BUTTERFIELD & SWIRE.

Pisiduloh, German steamer, 1,267 T. D. Reimers, Bangkok Sept. 11, and Swatow 12, Rice and Meal.—BUTTERFIELD & SWIRE.

Fukui Maru, Japanese steamer, 1,087 T. Y. Muraikami, Moji Sept. 16, Coal.—M. B. K. Feiching, Chinese steamer, 880 T. W. F. Newbery, Shanghai Sept. 16, General.—C. M. S. N. Co.

Amoy, British steamer, 2,078 T. E. J. Buller, Calcutta, Penang and Singapore Sept. 14, General.—JARDINE, MATHESON & Co., Ltd.

Halong, British steamer, 1,382 T. A. E. Hodgins, Amoy Sept. 18, General.—DOUGLAS, STEAMSHIP CO., Ltd.

Glenfalloch, British steamer, 1,434 T. J. Heine, Swatow, Singapore September 13, General.—CHINA.

Amoy, French steamer, 1,315 T. J. Heine, Swatow, Singapore September 13, General.—CHINA.

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## STEAMERS PASSED SUEZ CANAL.

## OUTWARD BOUND.

August 31, Glasgow.  
August 31, Kango, Senegal.  
August 31, Salgado, Malia, Somali, Tientsin.

August 31, Chacao, Kaituma, Maru, Bessider.

September 3, Sydney, Wabasa, Maru, Bessider.

September 7, Siam.

September 11, Admora, Bloemfontein, Glesak, Glenagray, Oupack, Sarnia, Telsman.

September 14, Bascom, Enderlich, Bremerhede, Jaen.

September 17, Adyana, Sado Maru, Gochin, Tournay, Fehing.

## HONGKONG BOUND.

September 7, Segoria.

September 17, Ernest Simons, Fries, Ludwig, Segoria.

## ARRIVALS AT HOME.

September 17, Ernest Simons, Fries, Ludwig, Segoria.

## STEAMER MOVEMENTS.

The N. D. L. s.s. *Prinz Sigismund* left Manila on Saturday, the 18th Sept., at 6 a.m., and may be expected here on or about Monday morning, the 20th September.

The N. D. L. s.s. *Lusitania* carrying the German Mail with dates from Berlin of the 25th August, left Singapore on Saturday, the 18th Sept., at 8 a.m., and may be expected here on or about Wednesday, the 22nd Sept., at noon.

The O. P. R. Co.'s R.M.S. *Empress of China* left Yokohama on Tuesday, the 14th Sept., at 3 p.m., for Victoria and Vancouver.

The O. P. R. Co.'s R.M.S. *Empress of Japan* sailed from Vancouver on the 14th September, via the usual ports of call.

The O. S. K. s.s. *Tacoma* sailed from Yokohama en route for Hongkong, on the 18th Sept., and is expected to arrive here on or about the 20th Sept.

The N. Y. K. s.s. *Atsuta Maru* (European Line) left Shanghai for this port on the 17th Sept., and is expected here on the 20th Sept.

The N. Y. K. s.s. *Kikano Maru* (European Line) left Singapore for this port on the 17th Sept., and is expected here on the 20th Sept.

The P. & O. S. N. Co.'s s.s. *Borneo* due here at daylight on Wednesday, 22nd September. She will leave for Marseilles, London and Antwerp at 4 p.m. on the same day.

The O. S. K. s.s. *Nippon* arrived at Tacoma on the 6th September.

The Danish s.s. *Yongueur* left Suva on Thursday, the 18th August, and may be expected here on or about Tuesday, the 22nd September.

The S. S. *Line* s.s. *Monmouth* left Singapore on the 17th Sept., and may be expected here on or about the 20th Sept.

The Bank Line Ltd.'s s.s. *Amey* left Yokohama on the 18th Sept., for Vancouver and Tacoma.

The O. S. K. s.s. *Tacoma* Maru from Tacoma, will leave Kobe, en route for Hongkong, on the 18th Sept., and is expected to arrive here on or about the 20th Sept.

The N. Y. K. s.s. *Yasuda Maru* (Australia Line) left Thursday Island for this port via Manila on the 18th Sept., and is expected to arrive here on or about the 20th Sept.

The N. Y. K. s.s. *Yasuda Maru* (Australia Line) left Thursday Island for this port via Manila on the 18th Sept., and is expected to arrive here